



Meeting Notice

1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

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City of Oakland

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City of Pleasanton
Mayor Jerry Thome

City of San Leandro
Mayor Pauline Cutter

City of Union City
Mayor Carol DuTra-Vernaci

Executive Director
Arthur L. Dao

Programs and Projects Committee

Monday, January 11, 2016, 12:00 p.m.
1111 Broadway, Suite 800
Oakland, CA 94607

Mission Statement

The mission of the Alameda County Transportation Commission (Alameda CTC) is to plan, fund, and deliver transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County.

Public Comments

Public comments are limited to 3 minutes. Items not on the agenda are covered during the Public Comment section of the meeting, and items specific to an agenda item are covered during that agenda item discussion. If you wish to make a comment, fill out a speaker card, hand it to the clerk of the Commission, and wait until the chair calls your name. When you are summoned, come to the microphone and give your name and comment.

Recording of Public Meetings

The executive director or designee may designate one or more locations from which members of the public may broadcast, photograph, video record, or tape record open and public meetings without causing a distraction. If the Commission or any committee reasonably finds that noise, illumination, or obstruction of view related to these activities would persistently disrupt the proceedings, these activities must be discontinued or restricted as determined by the Commission or such committee (CA Government Code Sections 54953.5-54953.6).

Reminder

Please turn off your cell phones during the meeting. Please do not wear scented products so individuals with environmental sensitivities may attend the meeting.

Glossary of Acronyms

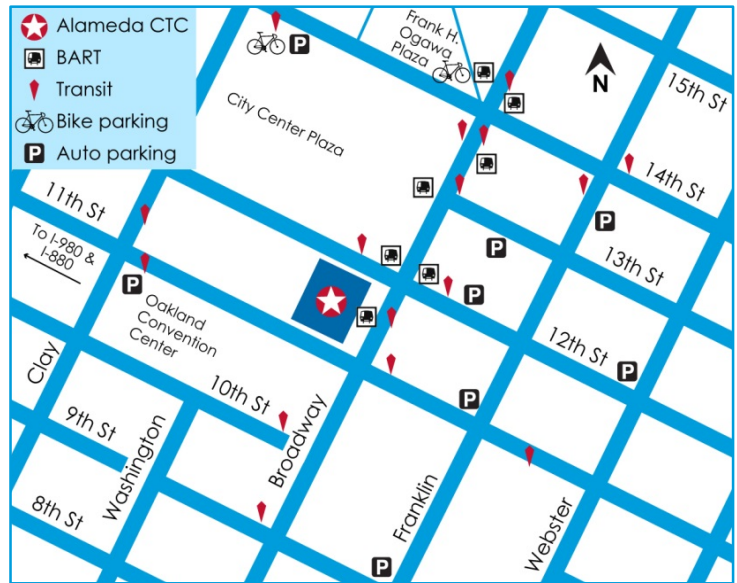
A glossary that includes frequently used acronyms is available on the Alameda CTC website at www.AlamedaCTC.org/app_pages/view/8081.

Location Map

Alameda CTC

1111 Broadway, Suite 800
Oakland, CA 94607

Alameda CTC is accessible by multiple transportation modes. The office is conveniently located near the 12th Street/City Center BART station and many AC Transit bus lines. Bicycle parking is available on the street and in the BART station as well as in electronic lockers at 14th Street and Broadway near Frank Ogawa Plaza (requires purchase of key card from bikelink.org).



Garage parking is located beneath City Center, accessible via entrances on 14th Street between 1300 Clay Street and 505 14th Street buildings, or via 11th Street just past Clay Street. To plan your trip to Alameda CTC visit www.511.org.

Accessibility

Public meetings at Alameda CTC are wheelchair accessible under the Americans with Disabilities Act. Guide and assistance dogs are welcome. Call 510-893-3347 (Voice) or 510-834-6754 (TTD) five days in advance to request a sign-language interpreter.



Meeting Schedule

The Alameda CTC meeting calendar lists all public meetings and is available at www.AlamedaCTC.org/events/upcoming/now.

Paperless Policy

On March 28, 2013, the Alameda CTC Commission approved the implementation of paperless meeting packet distribution. Hard copies are available by request only. Agendas and all accompanying staff reports are available electronically on the Alameda CTC website at www.AlamedaCTC.org/events/month/now.

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Programs and Projects Committee Meeting Agenda

Monday, January 11, 2016 12 p.m.

1111 Broadway, Suite 800, Oakland, CA 94607 • PH: (510) 208-7400 • www.AlamedaCTC.org

1. Pledge of Allegiance

2. Roll Call

3. Public Comment

Chair: Mayor Bill Harrison, City of Fremont

Vice Chair: Carol Dutra-Vernaci, Union City

Commissioners: Pauline Cutter, Luis Freitas, Nate Miley, Laurie Capitelli, Barbara Halliday

Ex-Officio Members: Scott Haggerty, Rebecca Kaplan

Staff Liasion: James O'Brien

Executive Director: Arthur L. Dao

Clerk: Vanessa Lee

4. Consent Calendar

Page A/I

- 4.1. [PPC Meeting Minutes: Approval of the November 9, 2015 Meeting Minutes](#) 1 A

5. Programs and Projects

- 5.1. [Measure B, BB and VRF Program and Capital Projects Update](#) 5 A
- 5.2. [SR-24 Caldecott Tunnel Settlement Projects \(PN 716.0\): Approval and Authorization to Restate and Execute Amendment No. 1 to Cooperative Agreement No. A11-0035 with the City of Berkeley](#) 35 A
- 5.3. [Approval of Administrative Amendments to Various Project Agreements \(A11-038, A09-006, A10-010, A13-0020\)](#) 45 A

6. Staff Reports (Verbal)

7. Committee Member Reports

8. Adjournment

Next Meeting: February 8, 2016

All items on the agenda are subject to action and/or change by the Commission.

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Programs and Projects Committee
Meeting Minutes
Monday, November 9, 2015, 12 p.m.

4.1

1111 Broadway, Suite 800, Oakland, CA 94607 • PH: (510) 208-7400 • www.AlamedaCTC.org

1. Pledge of Allegiance

2. Roll Call

A roll call was conducted. All members were present with the exception of Commissioner Miley.

Subsequent to the roll call

Commissioner Miley arrived during item 5.1

3. Public Comment

There were no public comments.

4. Consent Calendar

4.1. PPC Meeting Minutes: Approval of the October 12, 2015 Meeting Minutes

4.2. California Transportation Commission October 2015 Meeting Summary

Commissioner Freitas moved to approve the Consent Calendar. Commissioner Cutter seconded the motion. The motion passed unanimously (Miley absent).

5. Programs and Projects

5.1. Alameda CTC Timely Use of Funds Policies: Approval of the Timely Use of Funds Policies for Direct Local Distributions

John Nguyen recommended that the Commission approve the Alameda CTC's timely Use of Funds Policies for Direct Local Distributions. He stated that the recommended policy will replace the existing policies and improve efficiencies in recipient reporting process and compliance monitoring. The proposed policy states recipients may not carry a fiscal year ending fund balance greater than 40 percent of the DLD revenue received for that same fiscal year for four consecutive fiscal years. The proposed policies will apply to the fund balance for each DLD program i.e. Measure B, Measure BB, and VRF. Recipients out of compliance will be subject to a "Use It or Lose It Policy", which entails a forfeit of a subsequent year's distribution upon Commission approval. The new policy will be incorporated through new master agreements in Spring 2016

Commissioner Kaplan asked if there will be a chance for each jurisdictions to discuss this policy. Art stated that the policy was approved by the technical committee, which allowed each city's designated staff to address issues and comments in the plan.

Commissioner Dutra-Vernaci wanted clarification on how the agency would enforce compliance of the plan. John stated that the fourth year will be the enforcement year but spending will be monitored annually.

Commissioner Halliday asked if there is there an exemption process for cities that don't reach the policies spending requirements? John stated that a city will will have an opportunity for exemption pending Commission approval.

Commissioner Halliday moved to approve this item. Commissioner Kaplan seconded the motion. The motion passed unanimously.

5.2. Webster Street SMART Corridor Project (PN 740.0): Completion of System Integration): Approval to Execute Funding Agreement with the City of Alameda for Completion of System Integration

Connie Fremier recommended that the Commission approve execution of the Funding Agreement with the City of Alameda for Completion of System Integration for the Webster Street SMART Corridor. She stated that the recommended action will allow for the City of Alameda to be reimbursed from project funding for eligible costs incurred in relation to the completion of the system integration and authorize the Executive Director, to execute a funding agreement with the City of Alameda for an amount not to exceed \$70,000 from funding currently available for the project from the Vehicle Registration Fee.

Commissioner Dutra-Vernaci asked how the system will be operated. Connie stated that it is an integrated system in Alameda's transit center which includes video monitoring.

Commissioner Kaplan moved to approve this item. Commissioner Cutter seconded the motion. The motion passed unanimously.

5.3. I-680 Sunol Northbound Express Lane Project (PN 1369.000): Approval of Funding for the I-680 Northbound Express Lane Project Including the Southbound Express Lane Conversion

Gary Sidhu recommended that the Commission approve funding for the I-680 Northbound Express Lane Project including the I-680 Southbound Express Lane Conversion. To bridge the \$120 million funding gap for the delivery of the improvements needed on the I-680 Corridor, it is recommended that the Commission program \$120 million (\$100 million for northbound plus \$20 million for southbound) from the 2000 Measure B Capital Program. The actual amount expended from the 2000 Measure B Capital Fund will be repaid by net operating revenues from the northbound and southbound express lane once they are both operational.

Commissioner Halliday asked what the funding was initially allocated for in Measure B. Art stated that the funding source from the 2000 Measure is unused revenue as all projects in the 2000 Measure have been delivered.

Commissioner Cutter asked for information regarding the use of Fastrak Flex in the lane. Art stated that our communications team will work with MTC and vendors to make sure the public obtains communication materials regarding the new

transponder.

Commissioner Cutter moved to approve this item. Commissioner Freitas seconded the motion. The motion passed unanimously.

6. Committee Members

There were no committee member reports.

7. Staff Reports

There were no staff reports.

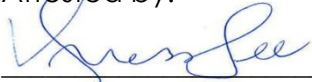
8. Adjournment/ Next Meeting

The next meeting is:

Date/Time: Monday, January 11, 2016 @12:00 p.m.

Location: Alameda CTC Offices, 1111 Broadway, Suite 800, Oakland, CA 94607

Attested by:



Vanessa Lee,
Clerk of the Commission

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Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607 • PH: (510) 208-7400 • www.AlamedaCTC.org

DATE: January 4, 2016

SUBJECT: Alameda CTC Programs and Capital Projects Update

RECOMMENDATION: Receive an update on the Alameda CTC's Measure B, Measure BB and Vehicle Registration Fee Programs and the Capital Projects Program.

Summary

In 1986, Alameda County voters approved the Measure B half-cent transportation sales tax, which was later reauthorized in November 2000. Alameda CTC allocates approximately 60 percent of the net sales tax revenues to essential programs and services in Alameda County. The remaining balance, approximately 40 percent, of the net sales tax revenues are earmarked for specific capital projects as set forth in the 2000 Measure B Transportation Expenditure Plan.

In November 2010, voters approved the Measure F Vehicle Registration Fee (VRF) Program, authorizing the collection of an annual \$10 per vehicle registration fee for investment in transportation.

On November 4, 2014, Alameda County voters approved the 2014 Transportation Expenditure Plan (2014 TEP), Measure BB, authorizing the extension of the existing transportation sales tax and augmenting it by one-half percent to fund projects and programs. As defined in the 2014 TEP, approximately 65 percent of net sales tax revenues are designated to programs and 35 percent is identified for capital investments.

Alameda CTC provides the Commission with an update on the status of the Measure B/BB/VRF programs, the capital projects being implemented by Alameda CTC, and on projects that are being funded with Measure B Capital funds.

Measure B/ Measure BB / VRF Programs Summary

Alameda CTC is responsible for administering the Measure B, Measure BB and the VRF Programs. There are two types of program distributions: 1) monthly formula allocations to twenty eligible local jurisdictions and transit agencies referred to as Direct Local Distributions (DLDs) funds, and 2) payments made on a reimbursement basis after work is performed i.e. discretionary grants.

DLD fund recipients use their allocations to implement locally prioritized transportation improvements among their respective local streets and roads (local transportation), bicycle/pedestrian, mass transit, and paratransit programs.

In fiscal year 2014-2015 (FY2014-15), DLD fund recipients received approximately \$90.4 million in distributions - \$69.5 million in Measure B, \$13.5 million in Measure BB, and \$7.4 million in VRF distributions. This is summarized by program in Table 1 below.

Table 1: Direct Local Distributions (FY2014-15)
(dollars in millions)

DLD Programs	Measure B	Measure BB¹	VRF	Total Funds
<i>Local Streets and Roads (Local Transportation for Measure B/BB)</i>	\$27.6	\$5.0	\$7.4	\$40.0
Mass Transit	\$26.2	\$5.4		\$31.6
Special Transportation for Senior and People with Disabilities (<i>Paratransit</i>)	\$11.1	\$2.3		\$13.4
Bicycle and Pedestrian Safety	\$4.6	\$0.8		\$5.4
TOTAL	\$69.5	\$13.5	\$7.4	\$90.4

1. Measure BB Distributions started April 1, 2015

Alameda CTC also sets aside a portion of Measure B/Measure BB/VRF funds, as defined by the expenditure plans, for discretionary programs.

Capital Projects Program

The Alameda CTC capital projects program includes all capital projects that are funded by 1986 Measure B, 2000 Measure B, 2014 Measure BB and the Proposition 1B (Prop 1B) "I-Bond" Programs. This update discusses the overall status of each of these projects and the major milestones achieved since the previous update provided to the Commission in October 2014.

In Summary

The Alameda CTC's capital projects program is listed in Attachment C. Since our last update, five projects with a total value of \$744.6 million have been completed and opened to the public. These significant transportation investments are:

1. I-880 Southbound HOV Lane Project – South Segment (I-Bond)
2. I-880 Southbound HOV Lane Project – North Segment (I-Bond)
3. I-880/Mission Blvd (Route 262) Interchange Completion (Phase 1B) (1986 MB)
4. Webster Street Smart Corridor
5. BART Oakland Airport Connector Project (2000 MB, I-Bond)

Alameda CTC currently provides project management and project management oversight to further 56 active capital projects in various stages of delivery. These have a current total project value of approximately \$3 billion. Of these, 15 projects are currently under construction and have a combined value of approximately \$2 billion. The

remaining 41 projects are at various phases of development ranging from scoping studies through to final design and right of way acquisition.

In addition to this, Alameda CTC is in the process of identifying and initiating a number of projects defined in the 2014 TEP and intends to present a Measure BB Capital Projects Delivery Plan to the Commission in March 2016.

The following update provides an overview, current status and highlights of the Alameda CTC capital projects program summarized in the following three groups:

- I. 1986 Measure B Projects
- II. 2000 Measure B Projects
- III. Proposition 1B "I-Bond" and Other Projects
- IV. 2014 Measure BB Projects

For each of these, project descriptions are provided for significant projects which are currently active. More information, including the schedule for each project, is available on the Projects page of the Alameda CTC website.

Background

Measure B Direct Local Distribution Program

Since the start of 2000 Measure B half-cent sales tax collections from April 1, 2002 through June 30, 2014, Alameda CTC has distributed approximately \$775.6 million in Measure B Direct Local Distribution (DLD) funds to twenty local jurisdictions and transit agencies for transportation purposes.

For FY2014-15, Measure B sales tax revenues generated approximately \$123.4 million in net sales tax revenues. Of this amount, local jurisdictions received approximately \$69.5 million in DLD funds to support their bicycle/pedestrian, local transportation, mass transit, and paratransit programs.

Measure B is a flexible funding source that allows Alameda CTC and local jurisdictions to address a variety of Alameda County's transportation needs. As an example, recipients may use their DLD local transportation funds to implement traditional local street and roads improvements such as pavement maintenance and rehabilitation, but they may also use it for bicycle/pedestrian enhancements, and transit operations. Additionally, there are also examples of the Alameda CTC assisting in project delivery using Measure B DLD funds or program grant funds. These include implementing programs such as the countywide Safe Routes to School Program. There may be additional projects or programs with regional benefits that are prioritized in the future that the Alameda CTC may want to implement through Measure B programs.

Since the implementation of revised timely use of funds and reserve policies in 2012, The Measure B DLD fund balance across the recipients has decreased by approximately 20

percent. As of the end of FY 2013-14, the Measure B fund balance is \$43.5 million. Alameda CTC will continue to implement the reserve policies through the annual Program Compliance Reporting process. Compliance Reports for the reporting fiscal year 2014-15 are due at the end of December 2015. Alameda CTC will provide a status update on the fund balances in the spring 2016.

Vehicle Registration Fee Direct Local Distribution Program

Since the start of Vehicle Registration Fee (VRF) collections on May 1, 2011 through December 31, 2013, Alameda CTC has distributed approximately \$29.0 million in VRF DLD funds to fifteen local jurisdictions for local road and repair improvements. These funds are eligible exclusively for locally prioritized street and road improvements that have a relationship or benefit to the owner of motor vehicles paying the vehicle registration fee.

For FY2014-15, VRF receipts generated approximately \$12.3 million in net revenues. Of this amount, local jurisdictions received approximately \$7.4 million in DLD funds to improve and maintain their local roadways. As of the end of FY 2013-14, the VRF DLD fund balance is \$9.1 million, a \$200,000 decline from the prior year. It is anticipated to decline even more as recipients integrate VRF funds more readily into their programs. Additionally, the Alameda CTC is administering the Local Transportation Technology portion of the VRF program as a direct local distribution program. These funds represent 10 percent of VRF net revenues (approximately \$1 million annually) and are directed to Alameda CTC transportation management technology projects such as the "Smart Corridors Program" operated by the Alameda CTC.

Measure BB Direct Local Distribution Program

Since the start of 2014 Measure BB half-cent sales tax collections from April 1, 2015 through June 30, 2015, Alameda CTC has distributed approximately \$13.5 million in Measure BB Direct Local Distribution (DLD) funds to twenty local jurisdictions and transit agencies for transportation purposes.

For FY2014-15, Measure B sales tax revenues generated approximately \$25.0 million in net sales tax revenues. Of this amount, local jurisdictions received approximately \$13.5 million in DLD funds to support their bicycle/pedestrian, local transportation, mass transit, and paratransit programs.

The introduction of Measure BB DLD funds provides recipients with a significant increase in funding for locally prioritized transportation improvements. Alameda CTC will be conducting performance monitoring of the DLD funding programs to assess the use of funds and derived benefits to the countywide transportation system.

Measure B Grant Programs

Alameda CTC distributes discretionary Measure B funds through four grant programs:

- 1) Bicycle and Pedestrian Countywide Discretionary Fund Program
- 2) Express Bus Program
- 3) Paratransit Gap Program
- 4) Transit Center Development Program

These grant funds are available to local agencies, transit agencies and nonprofit organizations for transportation improvements through a competitive process. Alameda CTC goes through an extensive evaluation process to award discretionary funding which includes an interdisciplinary evaluation team and community advisory committees input.

In FY2014-15, the Alameda CTC reimbursed project sponsors approximately \$2.2 million in Measure B grant funding. The four competitive grant programs are described below with active grants listed on Attachment A.

Bicycle and Pedestrian Countywide Discretionary Fund (CDF) Program

Through the Bicycle and Pedestrian CDF Grant Program, Alameda CTC provides funding to bicycle and pedestrian transportation projects which encourage and increase accessibility, safety, and mobility for bicyclists and pedestrians throughout the County.

Since the start of the program, Alameda CTC has allocated approximately \$13.0 million to 53 bicycle and pedestrian projects. Currently, there are thirteen active bicycle/pedestrian projects funded through this grant program.

In FY2014-15, the Alameda CTC reimbursed approximately \$246,000 to project sponsors.

Express Bus Service Program

The Express Bus Service program is designed to improve rapid bus service throughout the County. Projects funded under this competitive grant program include transportation facilities improvements, operations, and transit center/connectivity expansion.

Since the start of the program, Alameda CTC has allocated approximately \$9.6 million to 10 express bus service projects. Currently, there are two active projects funded under this program.

In FY2014-15, the Alameda CTC reimbursed approximately \$1.0 million to project sponsors.

Paratransit Gap Program

The Paratransit Gap Grant program provides funding to local jurisdictions, transit agencies, and non-profit groups to improve transportation mobility and access to seniors and people with disabilities. The program funds a variety of projects from shuttle operations, same day/taxi service, transportation/outreach service

(including special transportation service for individuals with dementia), volunteer driver services, travel escorts, and travel training. The Alameda CTC Paratransit Advisory and Planning Committee (PAPCO) makes recommendations to the Commission on the Paratransit Gap grant funding.

Since the start of the program, Alameda CTC has allocated approximately \$15.5 million to 65 projects and programs for seniors and people with disabilities. Currently, there are fourteen active Paratransit Gap projects.

In FY2014-15, Alameda CTC reimbursed \$905,000 to project sponsors.

Transit Center Development Grant Program

The Transit Center Development (TCD) grant program focuses on development of mixed-use residential or commercial areas designed to maximize access to public transportation. These projects are also referred to as Transit Oriented Development Projects (TOD) or Priority Development Areas (PDA). These funds are available to support development efforts near transit centers.

Since the start of the program, Alameda CTC allocated approximately \$2.1 million to TCD projects throughout Alameda County. Currently, TCD funds are programmed to the Sustainable Communities Technical Assistance Program (SCTAP). This program is a technical assistance program for Alameda County jurisdictions that require support in the planning and implementation for Priority Development Area (PDA), complete streets policy implementation, bicycle and pedestrian planning, and engineering technical support.

In FY2014-15, Alameda CTC expended \$208,000 for the SCTAP activities.

VRF Grant Programs

Alameda CTC distributes VRF funds through two grant programs:

- 1) Pedestrian and Bicyclist Access and Safety Program
- 2) Transit for Congestion Relief Program

These grant funds are available through a competitive process to local jurisdictions and transit agencies for transportation improvements. Alameda CTC goes through a comprehensive evaluation process to award discretionary funding.

In May 2013, the first cycle of grant funding for these programs were allocated as part of the Coordinated Funding Program. The VRF funding allocation included \$1.5 million to two Bicycle/Pedestrian Program projects and \$10.0 million to four Transit Program projects. Active VRF grants are listed on Attachment B.

In FY2014-15, Alameda CTC has reimbursed approximately \$774,000 to project sponsors.

Measure BB Programs

Alameda CTC distributes Measure BB funds through seven programs:

- | | |
|---|---|
| 1) Innovative Grant Program | 5) Community Development Investments |
| 2) Coordination and Service (Paratransit) | 6) Technology, Innovation and Development Program |
| 3) Bicycle/Pedestrian | 7) Affordable Student Transit Pass Program |
| 4) Freight and Economic Development | |

Currently, Alameda CTC is developing program guidelines and the guiding framework to strategically allocate these funds to local and countywide improvements. These programs will support transportation improvements including capital projects, planning studies, transit operations, and outreach and coordination efforts. Programming and allocations for these funds will be made through upcoming updates of the Alameda CTC's Comprehensive Investment Plan.

Capital Projects

Alameda CTC's mission is to plan, fund and deliver transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County. For three decades the Commission has worked to fund and oversee numerous transportation capital projects. These projects improve highway corridors, provide accessible public transit for all, maintain and improve local streets and roads, and ensure safe travel for pedestrians and bicyclists. The Alameda CTC is currently managing numerous active capital projects in various stages of delivery with a combined total value of \$3 billion. The Alameda CTC's capital projects program is detailed in Attachment C. The list of projects includes 56 active capital projects funded with a combination of federal, state, regional and local fund sources.

As capital allocations to projects in the 1986 and 2000 Measure B programs reduce, Alameda CTC is ramping up to deliver a new program of projects through Measure BB. The table in Attachment C provides a summary of current project status information including the current project phase, schedule, and funding. In Summary:

- Most capital projects in the 1986 Measure B program have been completed. Four projects are still active and have remaining, unexpended commitments of 1986 Measure B funding.
- Of the committed \$786.5 million for 2000 Measure B capital projects, \$764.9 million has been allocated, delivering 97 percent of the program in just thirteen years.
- Measure B funding programmed for emerging projects was successfully utilized to secure \$447 million in Prop 1B Bond funds towards the delivery of \$1.14 billion in highway projects collectively termed as the I-Bond Highway Program. All of the Alameda CTC I-Bond projects are in construction or complete.

- On November 6, 2014 Alameda County voters approved the reauthorization and augmentation of the local funding stream ensuring continued vital investments in transportation programs and capital improvements. The sales tax authorized by Measure BB is guided by the 2014 TEP and will remain in effect for a total of 30 years. It will generate an estimated \$8 billion to fund essential transportation investments throughout Alameda County. Approximately 35 percent is identified for capital projects. Sales tax collection began on April 1, 2015 at a rate of 0.5 percent and that will extend through March 31, 2022; a rate of 1.0 percent will commence from April 1, 2022 through March 31, 2045 to fund projects and programs in the 2014 TEP.

The following is the description by phase of the list of active projects in the Alameda CTC Capital Project Program;

- Fifteen projects are in the Construction Phase with total funding of \$2 billion, three of which are in System Integration;
- Nine projects are currently in the Design and/or Right of Way phases with total funding estimated at \$362 million;
- Six projects are in the Preliminary Engineering/Environmental Studies phase with more than \$277 million in funding;
- Twenty six projects are in the Scoping phase funded with \$258 million, two (2) of which are Planning projects and four (4) grouped projects which have received Measure BB scoping allocations

The following provides descriptions of our key project investments. Additional project-specific, information is available in the Project Fact Sheets which are updated regularly and available on the Alameda CTC website.

I. 1986 Measure B (ACTA) Capital Projects Program

The 1986 Measure B program of capital projects included a mix of freeway, rail, and local roadway improvements throughout Alameda County. Collection of the sales tax for the 1986 Measure B ended on March 31, 2002 (the day before collection for the 2000 Measure B began). To date, there have been two amendments to the 1986 Measure B Expenditure Plan. Amendment No. 1 to the 1986 Expenditure Plan, approved in December of 2005, deleted the Hayward Bypass Project and added four replacement projects. Amendment No. 2, approved in June 2006, deleted the Route 84 Historic Parkway Project, identified the three Mission Boulevard Spot Improvements projects and added the I-880 to Mission Boulevard East-West Connector Project to replace the Historic Parkway Project.

Significant Project Achievements

- Widened the Nimitz Freeway to eight and ten lanes, added auxiliary lanes and upgraded interchanges;
- Built Airport Roadway from Harbor Bay/Maitland to Airport Drive adding alternative access to Oakland International Airport;
- Constructed local road improvements in San Leandro and Hayward;
- Added freeway to freeway connections at the Route 13/24 Interchange;
- Modified and upgraded the I-580/680 Interchange;
- Realigned Route 84 and diverted cut through traffic out of downtown Livermore to the current Route 84 corridor; and
- Extended BART from Bay Fair to Dublin/Pleasanton

Current Status:

Most capital projects in the 1986 Measure B have been completed. Three projects are still active and one project is in closeout, with remaining, unexpended funding commitments from the 1986 Measure B:

Projects in project development phase:

1. **I-880 to Mission Boulevard East-West Connector Project (Project No. 1177.000):** Alameda CTC is implementing this project in cooperation with the cities of Union City and Fremont. The project will construct an improved east-west connection between I-880 and Route 238 (Mission Boulevard) and is a combination of new roadways, improvements to existing roadways and improvements to intersections along Decoto Road, Fremont Boulevard, Paseo Padre Parkway, Alvarado-Niles Road and Route 238 (Mission Boulevard). The overall project cost estimate is currently \$230 million. Available funding for this project is approximately \$110 million, which includes \$88 million of 1986 Measure B funds. The project qualifies for 2014 Measure BB funds and additional funding is anticipated from proceeds from the sale of state-owned ROW associated with the State Route 84 Historic Parkway via the Local Alternative Transportation Improvement Program. The projects team has restarted the design phase and is working towards completion of design, utilities, and right-of-way phases and identify a viable funding plan to construct the project.
2. **Central Alameda County Freeway System Operational Analysis (1180.000):** The freeway operational analysis study was completed in late 2007 and a prioritized Local Alternative Transportation Improvement Program (LATIP) was approved by

the California Transportation Commission in May 2010. The remaining 1986 Measure B funding is currently being used to complete three countywide planning studies, the Countywide Transit Plan, Countywide Goods Movement Plan and the Countywide Arterial Mobility Corridor Plan.

- 3. Castro Valley Local Area Traffic Circulation Improvement Project (Project No. 1181.000):** The project is designed to provide local improvements to help alleviate traffic congestion and reduce regional bypass and cut through traffic on numerous arterial, collector and local roads in the Baywood area of unincorporated Alameda County. The scoping phase was completed and certain project components have secured funding. The design phase and associated project management activities are underway.

Projects in closeout phase:

- 4. I-880/Mission Boulevard (Route 262) Interchange Completion Project (Project No. 1174.000):** This project included widening I-880 through the interchange area to provide for the extension of HOV lanes and included the replacement of the Mission Boulevard (Route 262) and Warren Avenue interchange structures. Widening of Mission Boulevard from the interchange to Warm Springs Boulevard required replacement of the Kato Road overcrossing, including on and off ramps to and from Mission Boulevard, along with the railroad structures over Mission Boulevard and associated track work. Phase 2 of the project was integrated into the larger Mission Boulevard – Warren Avenue Grade Separation – Truck Rail Transfer project implemented by the Santa Clara Valley Transportation Authority. Construction of Phase 2 was completed in spring 2015 and project close-out activities are underway.

II. 2000 Measure B (ACTIA) Capital Projects Program

The 2000 Measure B (ACTIA) program of capital projects includes 27 original projects of various magnitude and complexity that incorporate all travel modes throughout Alameda County. The projects in the 2000 Measure B provide for mass transit expansion, improvements to highway infrastructure, local streets and roads, and bicycle and pedestrian safety improvements. The 2000 Measure B has accomplished significant transportation improvements in Alameda County. Of the committed \$786.5 million for 2000 Measure B capital projects, \$764.9 million has been allocated, delivering 97 percent of the program in just thirteen years.

Significant Project Achievements:

- Implemented the first Rapid Bus Service and Bus Rapid Transit in the East Bay;
- Widened I-238 to six lanes;
- Widened southbound I-680 and implemented the first Bay Area Express Lane;

- Built the new Isabel Ave Interchange and added carpool lanes along I-580;
- Widened Route 84 to expressway standards;
- Provided for local street and road improvements in Oakland, Newark, San Leandro and Hayward;
- Extending BART to Warm Springs to connect to San Jose;
- Constructed the Oakland Airport Connector between BART and Oakland International Airport;
- Converted carpool lanes to express lanes along I-580; and
- Implemented major innovative traffic relief technology on 22 miles of I-80.

Current Status:

The current project construction schedules and total project funding amounts for the active capital projects included in this update are shown in Attachment C.

Projects in the project development phase:

1. **Iron Horse Transit Route (Project No. 1195.000):** The City of Dublin is the project sponsor for this project, which proposes to widen Dougherty Road, from four to six lanes to accommodate buses, from the northern boundary of the City of Dublin to the vicinity of Scarlett Drive. In addition, the city intends to include Class II bike lanes within the limits of the project to accommodate bicyclists. The project is in the design and ROW phases, with construction scheduled to begin in summer 2016.
2. **Oakland-Alameda Freeway Access Project (formerly I-880 Broadway – Jackson Interchange Improvements Project - Project No. 1196.000):** This project includes development work to identify improvements between I-880, I-980 and local streets in Oakland, including access to and from the Posey/Webster Tubes which connect Oakland and the City of Alameda. The improvements are intended to enhance or replace access to and from the freeways in the area of the existing Broadway and Jackson Street interchanges. Alameda CTC is the project sponsor for this project and has initiated the preliminary engineering and environmental phase of the project. Alameda CTC is currently managing the related project development activities in conjunction with the Downtown Circulation Study.
3. **East 14th St./Hesperian Blvd./150th St. Intersection Improvements (Project No. 1205.000):** This project involves constructing improvements in the area of East 14th Street, Hesperian Boulevard, and 150th Avenue in San Leandro. The road will be widened, the medians replaced and the striping reconfigured to accommodate construction of a second left turn lane for southbound East 14th Street at 150th Ave and a second left turn lane for northbound Hesperian Boulevard at East 14th Street.

Traffic signals and pedestrian ramps at all three intersections will be upgraded to comply with current Americans with Disabilities Act regulations. The City of San Leandro is the project sponsor for this project and Alameda CTC is providing project management oversight resources. The project is in the design and ROW phases. Funding alternatives for the construction phase are currently being identified.

4. **Dumbarton Corridor Improvements (Project No.1211.000):** The Dumbarton Rail Corridor element of this project planned to extend rail service from San Mateo County to the Union City Intermodal Station. Due to a significant funding shortfall the project partners have placed the project on hold and reallocated regional and local funding to address current transportation needs in the corridor. MTC has reallocated the remaining RM2 funds that were programmed to the project. Interim bus operations are in place to enhance ridership on the Dumbarton Bridge. The Alameda CTC Commission has reallocated the remaining \$15.8 million in 2000 Measure B capital funding to the City of Newark for project development of a railroad overpass project within the corridor known as the Central Avenue Overpass Project (625.1). The Central Avenue Overpass Project is currently in the environmental phase. Construction is expected to commence in 2017.
5. **I-680 Sunol Express Lane – Northbound (Project No. 1369.000):** Alameda CTC is the sponsor for this project which will construct a HOV/Express Lane on northbound I-680 from the SR 237 interchange in Santa Clara County to north of the SR 84 interchange in Alameda County. The full project gained environmental approval in July 2015 and would widen approximately 15 miles of the freeway to accommodate the HOV/Express Lane together with several auxiliary lanes connecting on-ramps and off-ramps. Alameda CTC has approved a funding strategy to deliver an initial construction phase (Phase 1), inside the available parameters, to provide operational benefits and expedite congestion relief in the corridor. Phase 1 of the project will add a new HOV/Express Lane between Auto Mall Parkway and SR 84. Final Design of the Phase 1 modified civil design package is currently underway. The consultant procurement selection process for System Design and Integration has been initiated and is anticipated to be completed in early 2016.

Projects in the construction phase:

6. **BART Warm Springs Extension (Project No. 1188.000):** BART is the project sponsor of the project, which is constructing a 5.4 mile extension of the existing Fremont line to a new Warm Springs Station. The alignment is consistent with plans for extending BART to San Jose and is being performed under two separate contracts: the Stage 1, Central Park Subway (Subway) Contract and the Stage 2, Line Track Stations and Systems (LTSS) Contract. Construction on Stage 1 is complete. Stage 2 is nearing completion with revenue service expected to begin mid-2016, following a period of

rigorous testing by BART and acceptance of the system by the California Public Utilities Commission.

7. **Downtown Oakland Streetscape Improvement (Project No. 1190.000):** The City of Oakland is the project sponsor for this project, which will provide streetscape improvements along Broadway, Latham Square - Inner Telegraph Avenue and Washington Street in downtown Oakland and will replace existing sidewalks, add traffic calming bulb-outs, replace curb and gutter at locations and add pedestrian amenities. The reconfiguration of Latham Square will add new plaza space and improve pedestrian safety and movement through the square. Construction activities are underway and the project is expected to be complete in summer 2016.
8. **Telegraph Avenue Corridor Bus Rapid Transit (Project No. 1193.001):** This project will construct a dedicated Rapid Bus lane through the cities of Oakland and San Leandro. The project corridor extends from 20th Street (Uptown) Station in downtown Oakland; along International Boulevard and E. 14th Street to the San Leandro BART Station. Improvements include rail-like bus stations, dedicated bus lanes, new traffic signals and signal priority, street lighting, landscaped medians, cross walk improvements and purchasing of buses. AC Transit is the project sponsor, and the project is in the construction phase and will be constructed as three bid packages. AC Transit intends to award the contract for major construction in early 2016.
9. **Route 92 / Clawiter-Whitesell Interchange and Reliever Route (Project No. 1201.000):** This project involves improving access to and from Route 92 in the area of the existing Route 92/Clawiter Road Interchange to provide congestion relief to I-880 and several major arterials, such as Winton Avenue, Clawiter Road, and Depot Road. The City of Hayward is the project sponsor and recently awarded the construction contract. Construction activities for the first phase began in spring 2015 and will continue through fall 2016.
10. **The Westgate Parkway Extension (Project No. 1204.001):** The first phase of this project was complete in 2006. The remaining second phase is being coordinated with the larger project to reconstruct the I-880/Davis Street interchange as part the I-880 Southbound HOV Lane which is substantially complete and open to traffic. The Alameda CTC is providing construction management oversight in coordination with Caltrans; final punchlist items and clean-up will continue through the end of the year.
11. **Route 84 Expressway – South Segment (Project No. 1210.002):** This project involves widening a 2.4 mile section of State Route (SR) 84 (Isabel Avenue) from Ruby Hill Drive to Concannon Boulevard from two lanes to four lanes. The City of Livermore is the project sponsor for this project, being implemented by Alameda CTC. Bids were opened in June 2015 and Caltrans awarded the project in September 2015. Major

construction activities will begin in early 2016 following winter work suspension. Alameda CTC is responsible for construction management oversight in coordination with Caltrans.

12. **Altamont Commuter Express Rail (Project No. 1187.000):** Altamont Commuter Express is the project sponsor; locomotive overhaul and maintenance facility improvements are underway.

Projects in the closeout phase:

13. **BART Oakland Airport Connector (Project No. 1189.000):** BART is the sponsor agency for the project which constructed a 3.2 mile Automated Guideway Transit (AGT) system to connect the BART Coliseum Station to the Oakland International Airport. The AGT alignment runs mainly in the Hegenberger Road median and along Airport Drive to the terminus at the new airport terminal. It was open to the public in November 2014. All financial commitments to the project have been met. Administrative closeout activities will complete by the end of 2015.
14. **Route 84 Expressway –North Segment (Project No. 1210.000):** The project widened a 1.6 mile section of State Route (SR) 84 (Isabel Avenue) from north of Concannon Boulevard to Jack London Boulevard from two lanes to four lanes and from four lanes to six lanes. The City of Livermore is the project sponsor, which is implemented by Alameda CTC. Construction was completed and open-to-traffic in June 2014. The one year plant establishment period completed summer 2015, project closeout activities continue.

III. Proposition 1B “I-Bond” and Other Projects

In 2006, in response to the substantial demand for funding to improve the Bay Area's highway system and aging infrastructure, the Alameda CTC embarked on an aggressive endeavor to attract funding from Prop 1B Program for vital highway projects throughout Alameda County. Seven Alameda County candidate projects were selected by the CTC for funding under the Prop 1B program. Alameda CTC has successfully secured a total of \$447 million in Prop 1B Bond funding towards the delivery of a \$1.4 billion highway program.

The Alameda CTC took the lead in securing Proposition 1B funding, project development, right of way, and delivered these projects. To minimize exposure to financial risk during the construction phase, Alameda CTC has implemented an engaged construction oversight program in cooperation with Caltrans. The goal of the construction oversight program is to partner with Caltrans to meet the cost and schedule parameters of the projects. The status of the I-Bond projects and miscellaneous improvement projects funded with other fund sources are as follows:

Significant Project Achievements:

- 100 percent of Prop 1B bond funding committed to Alameda CTC projects has been allocated;
- Constructed the new Isabel Ave – Route 84/I-580 Interchange;
- Added carpool lanes along I-580 in both the eastbound and westbound directions and currently converting to a new express lane facility;
- Widened Route 84 to four and six lanes between Jack London and Concannon Boulevards;
- Constructed carpool lanes in the southbound direction along I-880 from Hegenberger Road to Marina Boulevard and reconstructed the Davis St. and Marina Blvd. interchange/overcrossings; and
- Implemented improvements at Marina Blvd. to facilitate increased demand generated by the new Kaiser Hospital development which opened in spring 2014.

Current Status:

All of the Alameda CTC I-Bond projects are in construction or complete. In October 2015, the I-880 Southbound HOV lane from Hegenberger Road to Marina Boulevard in San Leandro, was opened to the public. Construction of the \$345 million improvements program through the I-580 corridor is nearing completion. System integration of the express lanes tolling system is underway and the facility is expected to open to the public in early 2016. The complete status of each active I-Bond project is detailed below.

I-Bond Projects in the construction phase:

1. **I-880 North Safety and Operational Improvements at 23rd - 29th Project: (Project No. 1367.000):** This project will provide operational and safety improvements on I-880 at the existing overcrossings of 23rd and 29th Avenues in the City of Oakland. Improvements include replacement of the freeway overcrossing structures, safety improvements at the northbound on and off ramps and the freeway mainline. A soundwall will be constructed in the northbound direction between 29th and 23rd Avenues. Alameda CTC as project sponsor, is providing construction management oversight in coordination with Caltrans. This project is expected to complete construction in spring 2018.
2. **I-580 Eastbound HOV Lane – Segment 3 with Auxiliary Lane (Project No. 1368.004):** This project constructed eastbound auxiliary lanes between Isabel Avenue and North Livermore Avenue and North Livermore Avenue and First Street in Livermore. In addition, the project widened two eastbound bridges at Arroyo-Las Positas and added final AC pavement across all lanes in the eastbound direction from

Hacienda Drive to Greenville Road. Alameda CTC is the project sponsor and the project is being administered by Caltrans. The project is 95 percent complete, final punch list items are underway.

3. **I-580 Westbound HOV Lane – East Segment (Project No. 1372.004):** This project constructed a westbound HOV lane from the Greenville overcrossing to Isabel Avenue in Livermore; including rehabilitation of existing pavement. Civil construction is substantially complete and paving has finished. Due to inclusion of infrastructure to support future express lane operations in the corridor, construction is now planned to complete in early 2016 and the new HOV lane will open as an express lane.
4. **I-580 Westbound HOV Lane – West Segment (Project No. 1372.005):** This project constructed a westbound HOV lane from Isabel Avenue Livermore to the San Ramon/Foothill Road overcrossing in Dublin and Pleasanton. Civil construction is substantially complete and paving has finished. Due to the inclusion of infrastructure to support future express lane operations in the corridor, construction was completed in December, however the new HOV lane will open as an express lane in early 2016. As project sponsor, Alameda CTC continues to provide construction management oversight in coordination with Caltrans.
5. **I-580 Express Lanes Project (Project Nos. 1373.003 and 1373.001):** This project will convert the existing eastbound HOV lane, from Hacienda Drive to Greenville Road, to a double express lane facility. It will also convert the westbound HOV lane (currently under construction) to a single express lane facility from Greenville Road to San Ramon Road/Foothill Road Overcrossing. The express lanes civil elements were constructed under the current I-580 corridor I-Bond projects. The Alameda CTC continues to coordinate with multiple regional partnering agencies on design and policy components, to ensure that the Alameda County express lanes and the larger MTC Bay Area Express Lane Network are integrated and seamless. Civil elements have been completed and system integration as well as public outreach and education efforts associated with the roll-out of the new I-580 Express Lanes is underway. The new I-580 Express Lanes facility is scheduled to open in early 2016.
6. **I-880 Southbound HOV Lane – South Segment (Project No. 1376.001):** This project widened the southbound I-880 mainline from Davis Street to Marina Boulevard. Improvements included the freeway widening necessary for construction of the new HOV lane, reconstruction of the Davis Street and Marina Boulevard overcrossings to accommodate the new lane and to provide standard vertical clearance over the freeway, and new soundwall construction within the project limits. Alameda CTC is the project sponsor with Caltrans responsible for the administration of the construction contract. Construction is substantially complete. The new HOV lane opened to traffic along with the South Segment portion of the HOV lane in October 2015. Final punch list items will continue through the end of 2015.

7. **I-880 Southbound HOV Lane – North Segment (Project No. 1376.002):** This project widened the southbound I-880 mainline from Hegenberger Road to just north of Davis Street in San Leandro. Improvements on the north segment contract included the freeway widening necessary for construction of the new HOV lane, including widening of the 23 span bridge over the Union Pacific Railroad and San Leandro Creek, and new soundwall construction within the project limits. Alameda CTC is the project sponsor with Caltrans responsible for the administration of the construction contract. Construction was substantially completed in spring 2015. The new HOV lane opened to traffic along with the South Segment portion of the HOV lane in October 2015. Closeout activities and plant establishment will continue in FY2015-16.

8. **I-80 Integrated Corridor Mobility (ICM) Project – (Project No. 1387.000-.006):** The I-80 ICM Project will enable operational improvements and implement Intelligent Transportation System (ITS) strategies, such as adaptive ramp metering and incident management on I-80 in Alameda County and Contra Costa County from the San Francisco-Oakland Bay Bridge Toll Plaza to the Carquinez Bridge. The project includes improvements to San Pablo Avenue and the arterials connecting with the main I-80 corridor. Alameda CTC was responsible for advertisement and award of several project contracts and is currently administering the project, which is under construction by Caltrans. The project is scheduled to “Go-Live” in summer 2016. Extensive public outreach and education is underway leading up to the Go-Live date and beyond. Due to the complexity of the project, implementation is occurring under various contracts:
 - Sub-project #1 (EA 3A7741) – Software & Systems Integration (SI): Software implementation and system integration activities will continue through spring 2016. Alameda CTC continues to manage and administer the contract, which requires extensive coordination between Caltrans and local agencies.
 - Sub-project #2 (EA 3A7751) – Specialty Materials Procurement: The contract was awarded June 2012; sign manufacturing, contract management and administration activities were substantially completed summer 2015.
 - Sub-project #3 (EA 3A7711) – Traffic Operations Systems (TOS): Work on this contract was complete in summer 2012.
 - Sub-project #4 (EA 3A7764) – Adaptive Ramp Metering (ARM): The contract was awarded in fall 2012. Caltrans administered the contract, which was completed at the end of 2014.
 - Sub-project #5 (EA 3A7774) – Active Traffic Management (ATM): This contract is expected to complete December 2015.

- Sub-project #6 (EA 3A7734) – San Pablo Corridor and Arterial Improvements: Construction is complete on this sub-project; however, certain change order work is expected to continue through spring 2016 to facilitate system integration.

Other Projects

Projects in the project development phase:

9. **I-580 Westbound HOV Lane – Landscaping (Project No. 1372.006):** This landscape project will be completed after the facility construction is complete. Alameda CTC is monitoring this project.

Projects in the construction phase:

10. **East Bay Greenway (Coliseum BART to 85th Avenue – Segment 7A) (Project No. 1379.001):** This project is a half-mile segment of a planned 12-mile bicycle and pedestrian facility that will travel through Oakland, San Leandro, Hayward and unincorporated Alameda County. The alignment generally runs under the BART tracks and the Greenway will ultimately connect five BART stations. Alameda CTC used 2000 Measure B bicycle and pedestrian discretionary grant funds to for the preliminary engineering and environmental analysis of the 12-mile project. Construction of the half-mile segment Construction of this segment, a half mile Class 1 Bike Lane facility, is funded with a combination of \$1.7 million in federal Tiger II funds and an East Ba Regional Park District (EBRPD) WW bond match and was substantially completed fall 2015. A trail dedication ceremony was held in November 2015. Final punch list items are finishing through the end of the 2015. Alameda CTC plans to procure a contractor to perform the path maintenance and will subsequently be responsible for managing the ongoing maintenance contract.
11. **Webster Street Smart Corridor (Project No. 1378.000):** This project implemented an intelligent transportation system (ITS) or Smart Corridor and aims to improve safety and operations of transit and vehicular modes and enhance mobility and safety in this vital corridor which connects the City of Alameda to I-880 and the City of Oakland. Improvements were implemented along the Webster Street corridor at six intersections between Central Avenue and the Alameda ingress and egress of the Webster/Posey tubes (State Route 260); as well as Constitution Way in the City of Alameda. In addition, signal timing work was completed at the intersection of Harrison and 7th Streets in Oakland. The construction contract was accepted by the Alameda CTC Commission in April 2015. System integration will continue through January 2016.

IV. 2014 Measure BB Capital Projects Program:

Measure BB funding has been critical in advancing high priority projects in Alameda County. As the previous programs are concluding, the new revenue stream has provided seed money for project scoping and essential funding for projects currently in the project delivery pipeline.

Alameda CTC is responsible for implementing the Measure BB-funded programs and capital projects included in the 2014 Transportation Expenditure Plan (2014 TEP), as approved by Alameda County voters in November 2014.

The sales tax authorized by the 2014 Measure BB will be in effect for a total of 30 years and generate an estimated \$8 billion to fund essential transportation investments throughout Alameda County, 35 percent of which is identified to fund capital improvements. Sales tax collection began on April 1, 2015, at a rate of 0.5 percent that will extend through March 31, 2022; a rate of 1.0 percent will be in place from April 1, 2022 through March 31, 2045 to fund projects and programs in the 2014 TEP.

Current Status:

In spring 2015, the Commission approved the initial allocations of 2014 Measure BB funding for thirty one capital projects and programs included in the 2014 TEP. A complete list of these allocation totals through FY2016-17 is shown in Attachment D.

The Measure BB Capital Projects Delivery Plan is currently under development and will be presented to the Commission in March 2016.

Projects in the scoping phase:

The initial 2014 Measure BB Allocation Plan includes allocations for the following capital project investments:

1. \$100,000 each for the Scoping phase of sixteen "Named" or "Grouped" capital projects in the 2014 TEP for a total of \$1.6 million. These funds will be available to develop a refined project scope, cost and schedule for each and further project development.
2. Scoping phase allocations for four "Grouped" capital project line items totaling \$1.45 million. These allocations are intended to provide resources for multiple implementing agencies to develop more detailed project delivery plans and descriptions of intended project benefits. The four Grouped capital project line items are as follows:
 - a. Countywide Freight Corridors (TEP No. 027)
 - b. I-580 Local Interchange Improvement Program (TEP No. 034)
 - c. I-880 Local Access and Safety Improvements (TEP No. 040); and

- d. Gap Closure on Three Major Trails (East Bay Greenway has separate allocation) (TEP No. 042).
3. Initial Program allocations totalling \$3 million were approved to provide resources for multiple implementing agencies to prepare the deliverables for the Scoping phase described above and to bolster the competitiveness of individual projects by developing more detailed project delivery plans and descriptions of intended project benefits for the following investment categories defined in the 2014 TEP :
 - a. Congestion Relief, Local Bridge Seismic Safety (TEP No. 026)
 - b. Community Investments That Improve Transit Connections to Jobs and Schools (TEP No. 045)

It is intended that sponsor agencies will utilize these funds to define the projects and establish clear project scope, to be included in the 2016 CWTP as well as for consideration for funding in the upcoming CIP cycles.

Projects in project development

Measure BB funding has been critical in advancing six individual capital projects named in the 2014 TEP that have progressed beyond the scoping phase. \$25.5 million has been allocated to the following projects to advance delivery of these significant transportation investments:

4. **I-80 Gilman Street Interchange Improvements (TEP No. 029/PN 1444.000):** This project will reconfigure the Interstate 80 / Gilman interchange, located in northwest Berkeley near its boundary with the City of Albany to improve traffic operations on Gilman Street between West Frontage Road and 2nd Street through the I-80 interchange. Alameda CTC is the project sponsor and completed the scoping document which was approved by Caltrans on October 2014. Measure BB will fund the environmental phase which has been initiated.
5. **SR-84/I-680 Interchange and SR-84 Widening (TEP No. 031):** This project is included in the Measure B program. Measure BB will fund the next phase of project development. Alameda CTC will implement environmental phase activities in FY2015-16.
6. **SR-84 Expressway Widening (Pigeon Pass to Jack London) (TEP No. 032):** The project will widen a 2.5 mile segment of SR -84 from two lanes to four lanes between Pigeon Pass and I-680 in Alameda County. This Measure B project is currently in the environmental phase. Measure BB funding has been allocated for future phases of the project at which point Alameda CTC will perform construction phase oversight.
7. **I-680 HOT/HOV Lane from SR-237 to Alcosta (TEP No. 035):** This project is included in the 2000 Measure B capital program and is nearing completion of the PAED phase with final approval expected in July 2015. Measure BB funding has been allocated for the

Design Phase of the project. Alameda CTC began the procurement process to retain a design consultant in May 2015 and final design phase activities will begin in FY2015-16.

8. **East Bay Greenway - Lake Merritt to South Hayward (TEP No. 042):** This project is a planned 12-mile bicycle and pedestrian facility that will travel through Oakland, San Leandro, Hayward and unincorporated Alameda County. The alignment generally runs under the BART tracks and the Greenway will ultimately connect five BART stations. Alameda CTC is initiating the National Environmental Protection Agency (NEPA) environmental approval process for the segment between Lake Merritt and South Hayward BART stations.
9. **Telegraph Ave/East 14th/International Blvd Project (TEP No. 013):** See the Measure B program summary for details related to this project.
10. **San Leandro Streets Rehabilitation (TEP No. 026):** This is the first specific project identified in the 2014 TEP in the Congestion Relief, Local Bridge Seismic Safety program. This allocation is for the Construction phase of the City's Street Rehabilitation Program.

Since the passage of Measure B in 1986 and its reauthorization in 2000, it has provided a consistent source of vital transportation funding to numerous capital projects in Alameda County. The 2000 Measure B program alone has leveraged almost \$3 billion in external funding sources which equates to almost four times the funding from Measure B to date for transportation investments. Alameda CTC has executed 96 percent of the 2000 Measure B capital investments and successfully moved projects through the development, design, right-of-way and construction phases. In 2006, this local funding source was critical to securing over \$447 million in state Prop 1B Bond funding and created thousands of much needed construction jobs in Alameda County during the recent recession. Alameda CTC continues its mission to expand access and improve mobility and with the successful passage of Measure BB in November 2014, this new critical local funding stream will extend and augment the previous programs to provide an additional \$8 billion in transportation program and project investments over the next 30 years.

Fiscal Impact: There is no significant fiscal impact to the Alameda CTC budget due to this item.

Attachments

- A. Measure B Program Active Grants List
- B. Vehicle Registration Fee Program Active Grants List
- C. Alameda CTC Capital Projects Program Summary
- D. Measure BB 2 Year Allocation Plan

Staff Contact

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[John Nguyen](#), Senior Transportation Planner

Measure B Grants Summary Report

As of 10/31/15

Project Number	Grant Project Sponsor	Grant Project Name	Amount Awarded	Project Status
BICYCLE AND PEDESTRIAN PROGRAM				
0634.5	City of Newark	Newark Pedestrian and Bicycle Master Plan	\$ 119,000.00	Active
0635.2	Alameda CTC	Safe Routes to School - Operations	\$ 1,090,000.00	Active
0635.3	Alameda CTC	Safe Routes to School - BikeMobility	\$ 65,000.00	Active
0636.2	City of Emeryville	Christie Ave Bay Trail Gap Closure	\$ 50,000.00	Active
0636.5	City of Alameda	Cross Alameda Trail (Ralph Appezatto Memorial Parkway, Webster to Poggi)	\$ 793,000.00	Active
0636.6	City of Albany	Buchanan/Marin Bikeway	\$ 536,000.00	Active
0636.7	City of San Leandro	W. Juana Ped Improvements	\$ 346,000.00	Active
0636.9	City of Piedmont	Piedmont Pedestrian and Bicycle Master Plan	\$ 102,000.00	Active
0637.0	Cycles of Change	Bike-Go-Round/Neighborhood Bicycle Center	\$ 240,000.00	Active
0636.8	City of Oakland	Fruitvale Alive Gap Closure Streetscape Project - Feasibility Study	\$ 113,000.00	Active
0635.7	City of Albany	Kains Street and Adams Street Bicycle Facility Study	\$ 32,800.00	Active
0635.7	City of Emeryville	Horton Street Bicycle Boulevard Experimental Traffic Calming Project	\$ 36,800.00	Active
0635.7	City of Pleasanton	Iron Horse Trail Arroyo Mocho Overcrossing Feasibility Study	\$ 25,000.00	Active
			Subtotal	\$ 3,548,600.00
EXPRESS BUS PROGRAM				
0651.3	A C Transit District	AC Transit Expansion of Transit Center at San Leandro Bart	\$ 321,000.00	Active
0636.3	A C Transit District	East Bay Bus Rapid Transit Bike/Pedestrian Elements	\$ 200,000.00	Active
			Subtotal	\$ 521,000.00
PARATRANSIT GAP PROGRAM				
0668.1	Alzheimer's Services of the East Bay	Special Transportation Services for Individuals with Dementia	\$ 300,000.00	Active
0668.3	Bay Area Outreach & Recreational Program	Accessible Group Trip Transportation for Youth and Adults with Disabilities	\$ 420,000.00	Active
0668.2	Center for Independence Living	Mobility Matters! Project	\$ 490,000.00	Active
0668.9	City of Emeryville	8-to-Go: A Demand Response Door to Door Shuttle	\$ 140,000.00	Active
0668.4	City of Fremont	Tri-City Mobility Management and Travel Training Program	\$ 325,000.00	Active
0668.7	City of Fremont	Tri-City Volunteer Driver Program	\$ 400,000.00	Active
0668.8	City of Fremont	Tri-City Taxi Voucher Program	\$ 300,000.00	Active
0669.1	City of Hayward	Central County Taxi Program	\$ 52,100.00	Closing Out
0669.2	City of Oakland	Taxi-up and Go Project	\$ 277,500.00	Active
0668.6	City of Pleasanton	Downtown Route Shuttle	\$ 85,544.00	Active
0669.0	Senior Helpline Services	Rides for Seniors	\$ 210,000.00	Active
0668.5	Senior Support Program of the Tri-Valley	Volunteer Assisted Senior Transportation Program	\$ 225,000.00	Active
0669.4	Marketing Mobility Management through the 211 Project	AC Transit	\$ 50,000.00	Active
0669.5	Ala Costa Van Replacement Vehicle	Ala Costa	\$ 7,500.00	Active
			Subtotal	\$ 3,282,644.00
TRANSIT ORIENTED DEVELOPMENT PROGRAM				
0690.0	Alameda CTC	Sustainable Communities Technical Assistance Program (SC-TAP)	\$ 1,000,000.00	Active
			Subtotal	\$ 1,000,000.00

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VRF Grants Summary Report

As of 10/31/15

Project Number	Grant Project Sponsor	Grant Project Name	Amount Awarded	Project Status
BICYCLE AND PEDESTRIAN PROGRAM				
0636.2	City of Emeryville	Christie Ave Bay Trail Gap Closure	\$ 500,000.00	Active
0636.4	East Bay Regional Parks District	Bay Trail - Gillman to Buchanan	\$ 1,000,000.00	Active
			Subtotal \$	1,500,000.00
TRANSIT PROGRAM				
0636.0	BART	Berkeley BART Plaza & Transit Area Improvements	\$ 3,718,000.00	Active
0636.1	City of Union City	UC BART Station Improvements & RR Ped Xing Component	\$ 5,730,000.00	Active
0637.1	City of Alameda	Estuary Crossing Shuttle	\$ 200,000.00	Active
0637.2	City of Oakland	Broadway Shuttle	\$ 352,000.00	Active
			Subtotal \$	10,000,000.00

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Alameda CTC Capital Projects Summary (by Phase)																
Index	AlaCTC Project No.	Project Name	Program	Project Type	Current Phase (Note 1)	Construction Schedule (Note 2)		Project Funding Sources (\$ x million) (Note 3)							Total Funding (All Sources)	
						Begin	End	1986 MB (ACTA)	2000 MB (ACTIA)	2014 MBB ⁽⁵⁾	Federal	State	Regional	Local		Other
1	1441.000	Congestion Relief, Local Bridge Seismic Safety	2014 MBB	LSR	Various	TBD	TBD	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	1.5
2	1449.000	I-580 Local Interchange Improvement Program	2014 MBB	Hwy	Various	TBD	TBD	0.0	0.0	28.0	0.0	0.0	0.0	0.0	0.0	28.0
3	1457.000	Gap Closure on Three Major Trails	2014 MBB	BP	Various	TBD	TBD	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.6
4	1460.000	Community Investments That Improve Transit Connections to Jobs and Schools	2014 MBB	T	Various	TBD	TBD	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	1.5
5	1213.005	Studies for Congested Segments/Locations on the CMP Network	2000 MB	Hwy	Planning	N/A	N/A	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.6
6	1180.000	Central Alameda County Freeway System Operational Analysis	1986 MB	Hwy	Planning	N/A	N/A	5.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0	5.7
7	1450.000	I-680 Sunol Express Lanes - Northbound & Southbound (SR84 to Alcosta)	2014 MBB	Hwy	Scoping	N/A	N/A	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	20.0
8	1382.000	I-680/I-880 Cross Connector Studies (Study Only)	2000 MB	Hwy	Scoping	N/A	N/A	0.0	1.2	0.0	0.0	1.0	0.0	0.3	0.0	2.5
9	1429.000	Alameda to Fruitvale BART Rapid Bus	2014 MBB	T	Scoping	TBD	TBD	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1
10	1430.000	Grand/MacArthur BRT	2014 MBB	T	Scoping	TBD	TBD	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1
11	1431.000	College/Broadway Corridor Transit Priority	2014 MBB	T	Scoping	TBD	TBD	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1
12	1432.000	Irvington BART Station	2014 MBB	T	Scoping	TBD	TBD	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1
13	1433.000	Bay Fair Connector/BART METRO	2014 MBB	T	Scoping	TBD	TBD	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1
14	1434.000	BART Station Modernization and Capacity Program	2014 MBB	T	Scoping	TBD	TBD	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1
15	1436.000	Dumbarton Corridor Area Transportation Improvements	2014 MBB	T	Scoping	TBD	TBD	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1
16	1437.000	Union City Intermodal Station	2014 MBB	T	Scoping	TBD	TBD	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1
17	1438.000	Railroad Corridor Right of Way Preservation and Track Improvements	2014 MBB	T	Scoping	TBD	TBD	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1
18	1439.000	Oakland Broadway Corridor Transit	2014 MBB	T	Scoping	TBD	TBD	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1
19	1440.000	Capitol Corridor Service Expansion	2014 MBB	T	Scoping	TBD	TBD	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1
20	1442.000	Countywide Freight Corridors	2014 MBB	Hwy	Scoping	TBD	TBD	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.3
21	1445.000	I-80 Ashby Interchange Improvements	2014 MBB	Hwy	Scoping	TBD	TBD	0.0	0.0	52.0	0.0	0.0	0.0	0.0	0.0	52.0
22	1448.000	I-580/I-680 Interchange Improvements (Study)	2014 MBB	Hwy	Scoping	TBD	TBD	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	20.0
23	1451.000	I-880 NB HOV/HOT Extension from A Street to Hegenberger	2014 MBB	Hwy	Scoping	TBD	TBD	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	20.0
24	1453.000	I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	2014 MBB	Hwy	Scoping	TBD	TBD	0.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	60.0
25	1454.000	I-880 Industrial Parkway Interchange Improvements	2014 MBB	Hwy	Scoping	TBD	TBD	0.0	0.0	44.0	0.0	0.0	0.0	0.0	0.0	44.0
26	1455.000	I-880 Local Access and Safety Improvements	2014 MBB	LSR	Scoping	TBD	TBD	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.3
27	1444.000	I-80 Gilman Interchange Improvements	2014 MBB	Hwy	Environmental	Jan 2020	Jan 2022	0.0	0.0	24.0	1.1	0.0	0.0	0.3	0.0	25.4
28	1457.001	East Bay Greenway - Lake Merritt to South Hayward	2014 MBB	BP	Environmental	TBD	TBD	0.0	0.0	3.5	0.0	0.0	0.0	0.0	0.0	3.5
29	1196.000	Oakland/Alameda Freeway Access Project (Formerly I-880/Broadway-Jackson)	2000 MB	Hwy	Environmental	N/A	N/A	0.0	8.1	75.0	0.0	0.0	0.0	2.5	0.0	85.6
30	1211.001	Dumbarton Corridor Improvements (Central Ave Overpass)	2000 MB	LSR	Environmental	Jul 2017	Sep 2018	0.0	15.8	0.0	0.0	0.0	0.0	0.6	3.6	20.0
31	1212.000	I-580 Corridor/BART to Livermore Studies (Study Only)	2000 MB	MT	Environmental	N/A	N/A	0.0	6.7	0.0	0.0	1.1	8.6	0.2	0.0	16.6
32	1386.000	Route 84 - Pigeon Pass to I-680 & SR84/I-680 Interchange ⁷	2014 MBB	Hwy	Environmental	Apr 2022	Dec 2024	0.0	1.0	122.0	0.0	0.0	0.0	2.9	0.0	125.9
33	1195.000	Iron Horse Transit Route	2000 MB	BP	Design/Right of Way	Jul 2016	Jun 2018	0.0	6.3	0.0	0.0	0.0	0.0	6.0	0.0	12.3
34	1205.000	East 14th St/Hesperian Blvd/150th St Intersection Improvement	2000 MB	LSR	Design / Right of Way	Aug 2020	Feb 2021	0.0	3.2	0.0	0.0	0.0	0.0	1.3	0.0	4.5
35	1177.000	I-880 to Mission Blvd East-West Connector	1986 MB	LSR	Design	Jul 2017	Nov 2019	88.8	0.0	0.0	0.0	12.0	0.0	11.5	0.0	112.3
36	1181.000	Castro Valley Local Area Traffic Circulation Improvement	1986 MB	LSR	Design	Jan 2018	Jan 2020	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0
37	1210.003	Route 84 Expressway - Landscaping	2000 MB	Hwy	Design	TBD	TBD	0.0	4.1	0.0	0.0	0.0	0.0	0.0	0.0	4.1
38	1369.000	I-680 Sunol Express Lanes - Northbound (Auto Mall Parkway to SR84) ⁷	2000 MB	Hwy	Design	May 2017	Dec 2018	0.0	14.5	40.0	24.5	20.9	0.0	0.0	102.5	202.4
39	1364.005	I-680 Sunol Express Lanes - Southbound (Conversion to continuous access) ⁸	2000 MB	Hwy	Design	May 2017	Dec 2018	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	20.0
40	1372.006	I-580 Westbound HOV Lane - Landscaping	Other	Hwy	Design	TBD	TBD	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.4
41	1376.003	I-880 Southbound HOV Lane Landscaping/Hardscaping	Prop 1B	Hwy	Design	TBD	TBD	0.0	0.1	0.0	0.5	0.4	0.0	0.4	0.0	1.4
42	1193.001	Telegraph Avenue Corridor Transit Project**	2000 MB	MT	Construction	Nov 2014	Nov 2017 ⁽⁴⁾	0.0	11.5	10.0	81.4	13.6	60.6	0.3	5.2	182.5
44	1441.001	San Leandro Local Streets Rehabilitation	2014 MBB	LSR	Construction	TBD	TBD	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	3.0
45	1187.000	Altamont Commuter Express Rail	2000 MB	MT	Construction	Various	Various	0.0	13.2	0.0	123.1	155.3	0.0	182.6	0.0	474.2
46	1190.000	Downtown Oakland Streetscape Improvement	2000 MB	BP	Construction	Sep 2007	Jun 2017	0.0	6.4	0.0	0.0	0.4	0.0	2.4	0.3	9.5
47	1210.002	Route 84 Expressway - South Segment	2000 MB	Hwy	Construction	Oct 2015	Nov 2017	0.0	71.9	10.0	0.0	10.0	0.0	10.0	3.5	105.4
48	1367.000	I-880 North Safety and Operational Improvements at 23rd and 29th	Prop 1B	Hwy	Construction	Jul 2014	Mar 2018	0.0	4.9	0.0	1.8	79.9	12.3	6.6	0.0	105.7
49	1368.004	I-580 Eastbound HOV Lane - Segment 3 with Auxiliary Lane	Prop 1B	Hwy	Construction	Nov 2012	Dec 2015	0.0	0.7	0.0	0.2	25.1	5.9	1.6	6.9	40.4
50	1372.004	I-580 Westbound HOV Lane - East Segment	Prop 1B	Hwy	Construction	Nov 2012	Mar 2016	0.0	4.4	0.0	6.3	63.1	8.7	0.4	0.0	82.9
51	1372.005	I-580 Westbound HOV Lane - West Segment	Prop 1B	Hwy	Construction	Oct 2012	Dec 2015	0.0	1.8	0.0	0.1	52.7	5.8	0.6	0.0	61.0
52	1379.001	East Bay Greenway (Coliseum BART to 85th Avenue)	Other	BP	Construction	Jul 2013	Jan 2015	0.0	0.0	0.0	1.4	0.0	0.0	3.0	0.0	4.4
53	1387.000	I-80 Integrated Corridor Mobility Project	Prop 1B	Hwy	Construction	Jun 2011	May 2016	0.0	2.6	0.0	3.2	65.7	1.2	6.0	0.0	78.7

Alameda CTC Capital Projects Summary (by Phase)																
Index	AlaCTC Project No.	Project Name	Program	Project Type	Current Phase (Note 1)	Construction Schedule (Note 2)		Project Funding Sources (\$ x million) (Note 3)							Total Funding (All Sources)	
						Begin	End	1986 MB (ACTA)	2000 MB (ACTIA)	2014 MBB ⁽⁵⁾	Federal	State	Regional	Local		Other
54	1201.000	Route 92/Clawiter - Whitesell Interchange and Reliever Route	2000 MB	Hwy	Construction	Mar 2015	Oct 2016	0.0	27.0	0.0	0.0	0.0	0.0	3.4	0.0	30.4
43	1373.003	I-580 Express (HOT) Lanes	2000 MB	Hwy	Con/System Integration	Jun 2014	Jan 2016	0.0	30.0	0.0	8.5	0.0	4.1	10.8	1.7	55.0
55	1188.000	BART Warm Springs Extension	2000 MB	MT	Con/System Integration	Sep 2009	Jun 2016 ⁽⁴⁾	0.0	224.5	0.0	0.0	236.4	297.0	19.1	0.0	777.0
56	1378.000	Webster Street Smart Corridor	Other	LSR	System Integration	Sep 2012	Jan 2016	0.0	0.0	0.0	0.6	0.0	0.0	1.2	0.0	1.8
57	1376.001	I-880 Southbound HOV Lane - South Segment	Prop 1B	Hwy	Project Closeout	Sep 2012	Dec 2015	0.0	0.9	0.0	5.1	52.8	0.0	11.0	0.0	69.8
58	1376.002	I-880 Southbound HOV Lane - North Segment	Prop 1B	Hwy	Project Closeout	Nov 2012	Mar 2015	0.0	0.3	0.0	2.7	29.8	0.0	3.9	0.0	36.7
59	1174.000	I-880/Mission Blvd (Route 262) Interchange Completion (Phase 1B)	1986 MB	Hwy	Project Closeout	Jul 2012	Mar 2015	3.5	0.0	0.0	3.8	64.3	0.0	23.3	57.3	152.2
60	1210.000	Route 84 Expressway - North Segment	2000 MB	Hwy	Project Closeout	Mar 2012	Jun 2014	0.0	20.5	0.0	0.0	16.1	0.0	0.0	0.0	36.6
61	1178.000	Route 238/Mission-Foothill-Jackson Corridor Improvement	1986 MB	LSR	Project Closeout	July 2010	Jul 2013	80.0	0.0	0.0	0.0	0.0	0.0	14.0	6.5	100.5
62	1384.001	I-580 San Leandro Landscaping	Other	Hwy	Project Closeout	Jul 2012	May 2013	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.4
63	1364.004	I-680 Sunol Express Lanes - Southbound	2000 MB	Hwy	Project Closeout	Oct 2008	Apr 2012	0.0	19.7	0.0	5.4	8.0	0.0	8.0	0.0	41.1
64	1209.000	Isabel Avenue - Route 84/I-580 Interchange	Prop 1B	Hwy	Project Closeout	Jan 2009	Mar 2012	0.0	25.1	0.0	11.3	44.4	0.0	32.4	0.0	113.2
65	1198.000	I-580/Castro Valley Interchange Improvements (Note 5)	2000 MB	Hwy	Project Closeout	Jun 2008	Jun 2011	15.0	11.5	0.0	1.9	4.8	0.0	0.0	0.0	33.2
66	1371.000	I-580 Corridor Right of Way Preservation	2000 MB	Hwy	Project Closeout	N/A	N/A	0.0	3.0	0.0	0.0	4.7	111.0	0.0	0.0	118.7
67	1368.003	I-580 Corridor Environmental Mitigation	Other	Hwy	Project Closeout / Various	TBD	TBD	0.0	0.0	0.0	0.0	0.0	2.3	0.0	0.0	2.3
68	1211.000	Dumbarton Corridor Improvements (Study Only)	2000 MB	MT	Project Closeout	N/A	N/A	0.0	3.6	0.0	0.0	0.0	0.0	0.0	0.0	3.6
69	1189.000	BART Oakland Airport Connector	2000 MB	MT	Complete	Sep 2010	Nov 2014 ⁽⁴⁾	0.0	89.1	0.0	25.0	78.9	146.2	145.0	0.0	484.1
70	1199.000	Lewelling/East Lewelling Blvd Widening	2000 MB	LSR	Complete	Jul 2009	Oct 2012	0.0	13.6	0.0	0.0	4.3	0.0	13.8	0.1	31.8
71	1203.001	Hesperian/Lewelling Blvd Intersection Improvement - Stage 2	2000 MB	LSR	Complete	Jul 2009	Oct 2012	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.2
72	1213.004	CWTP/TEP Development (Study Only)	2000 MB	NA	Complete	N/A	N/A	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1
73	Complete	Union City Intermodal Station	2000 MB	MT	Complete	Jun 2007	Mar 2012	0.0	12.6	0.0	20.4	7.7	0.0	6.3	0.0	47.0
74	Complete	Fruitvale Transit Village	2000 MB	MT	Complete	Oct 2002	Mar 2004	0.0	4.4	0.0	0.0	7.7	0.0	1.4	0.0	13.5
75	Complete	San Pablo Avenue Corridor Transit Improvement Project	2000 MB	MT	Complete	Mar 2008	Dec 2009	0.0	2.3	0.0	0.1	0.1	0.0	0.0	0.0	2.5
76	Complete	Telegraph Avenue Corridor Transit Project - Stage 2 Rapid Bus Service	2000 MB	MT	Complete	Jun 2005	Dec 2009	0.0	10.7	0.0	0.0	0.0	0.0	0.0	0.0	10.7
77	Complete	I-880/Washington Avenue Interchange Improvement	2000 MB	Hwy	Complete	Apr 2009	May 2010	0.0	1.3	0.0	0.5	0.0	0.0	1.4	0.0	3.2
78	Complete	I-580 WB Auxiliary Lane (Fallon Road to Tassajara Road)	2000 MB	Hwy	Complete	Mar 2009	Dec 2009	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	1.8
79	Complete	I-580 EB Auxiliary Lane (El Charro Road to Airway Blvd)	2000 MB	Hwy	Complete	Jan 2009	Nov 2011	0.0	7.8	0.0	0.0	0.0	0.0	0.0	0.0	7.8
80	Complete	Oakland Local Streets Rehabilitation	2000 MB	LSR	Complete	Jul 2004	Dec 2006	0.0	5.3	0.0	0.0	0.0	0.0	0.0	0.0	5.3
81	Complete	Hesperian/Lewelling Blvd Intersection Improvement - Stage 1	2000 MB	LSR	Complete	Oct 2003	Jun 2004	0.0	0.6	0.0	0.0	0.0	0.0	0.1	0.0	0.7
82	Complete	Westgate Parkway Extension - Stage 1	2000 MB	LSR	Complete	Jun 2004	Oct 2006	0.0	7.9	0.0	0.0	0.0	0.0	0.0	0.0	7.9
83	Complete	Newark Local Streets Rehabilitation	2000 MB	LSR	Complete	Jun 2003	Feb 2006	0.0	1.4	0.0	0.0	0.0	0.0	4.1	0.0	5.5
84	Complete	I-238 Widening	2000 MB	Hwy	Complete	Sep 2006	Oct 2009	0.0	81.0	0.0	18.3	29.2	0.0	3.3	0.0	131.8
85	Complete	Vasco Road Safety Improvements	2000 MB	LSR	Complete	Jan 2005	Jun 2009	0.0	1.5	0.0	4.7	12.2	0.0	4.0	0.0	22.4
COMPLETED PROJECTS TOTAL								98.5	326.1	0.0	99.6	365.0	259.5	272.0	63.9	1,484.6
ACTIVE PROJECTS TOTAL								98.8	460.4	536.8	252.7	737.6	404.5	274.8	143.6	2,909.1
PROGRAM TOTAL								\$ 197.3	\$ 786.0	\$ 536.8	\$ 352.3	\$ 1,102.6	\$ 664.0	\$ 546.8	\$ 207.5	\$ 4,393.7
Notes:																
1. The current phase shown is based on available information as of the date of this update. The Project Closeout phase indicates that construction is complete and the facility is in use by the public while project financial and other closeout requirements are being satisfied.																
2. Construction schedules shown are subject to change based on project delivery activities. Begin Construction date shown is typically the expected contract award date. Updated through December 31, 2015																
3. The funding amounts shown are subject to change based on programming and allocation activities by various funding agencies other than the Alameda CTC.																
4. End Construction dates for BART or AC Transit capital projects reflect the point at which revenue service is estimated to begin.																
5. Project Closeout for the I-580/Castro Valley Interchange Improvements Project (612.0) includes a separate, follow on contract to fulfill a three-year plant maintenance obligation to Caltrans.																
6. Measure BB projects included in the capital project update have had a portion of the Measure BB commitment to the project allocated by the Commission prior to the date of this report. Named Capital Projects in the 2014 TEP, with funding allocations, show the full Measure BB commitment amount.																
7. Projects include Measure B and Measure BB funding and are included in both programs. Under "Other" funding source \$100M loan from 2000MB to be paid back from future toll revenues.																
8. Under "Other" funding source, \$20M loan from 2000MB to be paid back from future toll revenues																

**Attachment 1: FY15/16 Measure BB 2-Year Allocation Plan
Capital Projects and Programs**

March 2015

TEP No.	TEP Sub No.	Project Title	Project Phase	FY 15/16	FY 16/17	TOTAL 2-Year Allocations
008		Affordable Student Transit Pass Programs	Operations	2,000	0	2,000
012		Affordable Transit for Seniors and People with Disabilities/Coordination and Service Grants	Scoping	500	0	500
013		Telegraph Ave/East 14th/International Blvd Project	Construction	0	10,000	10,000
014		Alameda to Fruitvale BART Rapid Bus	Scoping	100	0	100
015		Grand/MacArthur BRT	Scoping	100	0	100
016		College/Broadway Corridor Transit Priority	Scoping	100	0	100
017		Irvington BART Station	Scoping	100	0	100
018		Bay Fair Connector/BART METRO	Scoping	100	0	100
019		BART Station Modernization and Capacity Program	Scoping	100	0	100
021		Dumbarton Corridor Area Transportation Improvements	Scoping	100	0	100
022		Union City Intermodal Station	Scoping	100	0	100
023		Railroad Corridor Right of Way Preservation and Track Improvements	Scoping	100	0	100
024		Oakland Broadway Corridor Transit	Scoping	100	0	100
025		Capitol Corridor Service Expansion	Scoping	100	0	100
026		Congestion Relief, Local Bridge Seismic Safety	Scoping	1,500	0	1,500
026	001	San Leandro Streets Rehabilitation	Construction	0	3,000	3,000
027		Countywide Freight Corridors	Scoping	250		250
029		I-80 Gilman Street Interchange Improvements	Environmental Studies	3,000	0	3,000
030		I-80 Ashby Interchange Improvements	Scoping	100	0	100
031		SR-84/I-680 Interchange and SR-84 Widening	Environmental Studies	4,000	0	4,000
032		SR-84 Expressway Widening (Pigeon Pass to Jack London)	Construction	0	10,000	10,000
033		I-580/I-680 Interchange Improvements (Study Only)	Scoping	100	0	100
034		I-580 Local Interchange Improvement Program	Scoping	300	0	300
035		I-680 HOT/HOV Lane from SR-237 to Alcosta	Design	5,000	0	5,000
036		I-880 NB HOV/HOT Extension from A Street to Hegenberger	Scoping	100	0	100
038		I-880 Whipple Road/Industrial Parkway Southwest Interchange Improvements	Scoping	100	0	100
039		I-880 Industrial Parkway Interchange Improvements	Scoping	100	0	100
040		I-880 Local Access and Safety Improvements	Scoping	300		300
042		Gap Closure on Three Major Trails	Scoping	600	0	600
042	001	Eastbay Greenway	Environmental Studies	3,500	0	3,500
045		Community Investments That Improve Transit Connections to Jobs and Schools	Scoping	1,500	0	1,500
Total Allocations				24,050	23,000	47,050

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Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607

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DATE: January 4, 2016

SUBJECT: SR-24 Caldecott Tunnel Settlement Projects (PN 716.0): Approval of Amendment No. 1 to Cooperative Agreement No. A11-0035 with the City of Berkeley

RECOMMENDATION: Authorize the Executive Director to restate and execute Amendment No. 1 to Cooperative Agreement No. A11-0035 with the City of Berkeley

Summary

The Caldecott Fourth Bore Improvement Project is being jointly managed by Alameda CTC, Contra Costa Transportation Authority (CCTA) and the California Department of Transportation (Caltrans). The CCTA would like to pass through Measure J Sales Tax payments to the City of Berkeley for work performed on the City of Berkeley implemented enhancement projects as a part of the settlement agreements between Caltrans and the Fourth Bore Coalition (FBC).

The purpose of the Restated and Amended Cooperative Agreement A11-0035-A1 (Attachment A) is to document the conditions and procedures which govern the payment of total \$2.05 million in RM-2 and Measure J funds by CCTA to City of Berkeley. Executing the amended agreement will allow Alameda CTC to process pass through payments from CCTA to the City of Berkeley.

Background

The Caldecott Fourth Bore Improvement Project is being jointly managed by Alameda CTC, CCTA and Caltrans. Project limits extend from the Route 24/Route 13 interchange in Alameda County to the Route 24/Gateway Boulevard interchange in Contra Costa County. Following certification of the Environmental Impact Report (EIR) for the project, which was prepared and certified by Caltrans as the lead agency under the California Environmental Quality Act (CEQA), Caltrans entered into separate settlement agreements with the City of Oakland and the Fourth Bore Coalition (FBC) resolving legal challenges to the EIR.

One aspect of the settlement agreement with the FBC provided for \$2.05 million in funding to the City of Berkeley for certain enhancement projects in the general vicinity of the main Project.

Alameda CTC and the City of Berkeley entered into a Cooperative Agreement #A11-0035 (Original Agreement) dated June 1, 2011 to govern the parties' rights and responsibilities regarding the enhancement projects being implemented by the City of Berkeley.

Metropolitan Transportation Commission (MTC) has allocated \$383,446 in Regional Measure 2 (RM-2) funds to CCTA for the City of Berkeley implemented enhancement projects. CCTA has also allocated \$1,666,534 in Measure J transportation sales tax funds for the City of Berkeley implemented enhancement projects.

The purpose of the Restated and Amended Cooperative Agreement A11-0035-A1 (Attachment A) is to document the conditions and procedures which govern the payment of total \$2.05 million in RM-2 and Measure J funds by CCTA to City of Berkeley. Executing the amended agreement will allow Alameda CTC to process pass through payments from CCTA to the City of Berkeley.

Fiscal Impact: The fiscal impact for approving the amendment is \$1,666,534 and will be included in the Alameda CTC's consolidated fiscal year 2015-16 proposed mid-year budget update for Commission approval.

Attachment

- A. Draft Amended and Restated Cooperative Agreement No. A11-0035-A1 with the City of Berkeley

Staff Contact

[James O'Brien](#), Interim Deputy Director of Programming and Allocations

[Vivek Bhat](#), Senior Transportation Engineer

AMENDED AND RESTATED
COOPERATIVE AGREEMENT
BETWEEN THE
CITY OF BERKELEY
AND THE
ALAMEDA COUNTY TRANSPORTATION COMMISSION

This Amended and Restated Cooperative Agreement (“AGREEMENT”) is made and entered into on _____, 2015, between the City of Berkeley (“CITY”) and the Alameda County Transportation Commission (“ALAMEDA CTC”). CITY and ALAMEDA CTC are sometimes hereinafter referred to as the “parties.”

RECITALS

A. The Caldecott Fourth Bore Improvement Project (“PROJECT”) is being jointly managed by ALAMEDA CTC, Contra Costa Transportation Authority (“CCTA”) and the California Department of Transportation (“CALTRANS”). PROJECT limits extend from the Route 24/Route 13 interchange in Alameda County to the Route 24/Gateway Boulevard interchange in Contra Costa County.

B. Following certification of the Environmental Impact Report (“EIR”) for the PROJECT, which was prepared and certified by CALTRANS as the lead agency under the California Environmental Quality Act (CEQA), CALTRANS entered into separate settlement agreements with the City of Oakland and the Fourth Bore Coalition resolving legal challenges to the EIR.

C. One aspect of the settlement agreement with the Fourth Bore Coalition provided for \$2.05 million in funding to the CITY for certain enhancement projects in the general vicinity of the PROJECT.

D. The enhancement projects eligible for funding under the terms of the settlement agreement with the Fourth Bore Coalition (collectively, “ELIGIBLE ENHANCEMENTS”) are listed in EXHIBIT A.1

E. Metropolitan Transportation Commission (“MTC”) has allocated \$383,466 in Regional Measure 2 (“RM-2”) funds to CCTA for the ELIGIBLE ENHANCEMENTS. Further, CCTA has allocated \$1,666,534 in Measure J transportation sales tax funds for the ELIGIBLE ENHANCEMENTS. The purpose of this AGREEMENT is to document the conditions and procedures which govern the payment of total \$2.05 million in RM-2 and Measure J funds by CCTA to CITY therefor.

F. ALAMEDA CTC and CITY entered into a Cooperative Agreement (“ORIGINAL AGREEMENT”) dated June 1, 2011 to govern the parties’ rights and responsibilities regarding the ELIGIBLE ENHANCEMENTS and the funding therefor.

G. The parties now desire to amend and restate the ORIGINAL AGREEMENT to reflect agreed-upon changes in funding allocations which have occurred subsequent to the date of the ORIGINAL AGREEMENT.

NOW, THEREFORE, in consideration of the foregoing, the ALAMEDA CTC and CITY agree that the ORIGINAL AGREEMENT is amended and restated in its entirety as follows:

**SECTION 1
CITY AGREES:**

1.1 To prepare a detailed draft IMPLEMENTATION PLAN identifying specific projects selected from EXHIBIT A to be constructed using the funding available hereunder and documenting the funding and expected schedule for such projects, which IMPLEMENTATION PLAN shall be submitted to the ALAMEDA CTC for review and approval (pursuant to Section 2.1) not less than 30 days prior to initiating work, and to revise and resubmit the same to ALAMEDA CTC for a further review period if the ALAMEDA CTC does not approve the same. The projects included on the approved IMPLEMENTATION PLAN shall collectively be referenced as "SELECTED ENHANCEMENTS" herein.

1.2 In the event CITY finds it necessary to revise the approved IMPLEMENTATION PLAN, including but not limited to modifications with respect to the funding or implementation schedules or deletion or addition of new projects, to submit the proposed revised IMPLEMENTATION PLAN to ALAMEDA CTC for review in a manner consistent with Section 1.1.

1.3 To provide oversight to ensure compliance with state and federal standards and/or regulations that may apply to the SELECTED ENHANCEMENTS, including coordination with CALTRANS for its review and approval of plans, specifications, and estimates.

1.4 To assign a project coordinator to act as a liaison to ALAMEDA CTC staff.

1.5 To invoice ALAMEDA CTC for reimbursement of payments made and CITY staff costs related to preparation of the IMPLEMENTATION PLAN and implementation of the SELECTED ENHANCEMENTS, consistent with EXHIBIT B, including all supporting details, with a certification that the invoice is accurate and not the subject of a prior billing.

1.6 To provide progress reports and summary of expenditures to date to the ALAMEDA CTC with invoices.

1.7 To allow ALAMEDA CTC and/or CCTA to audit all expenditures relating to SELECTED ENHANCEMENTS. For four (4) years following (i) completion of the SELECTED ENHANCEMENTS or (ii) earlier discharge of this AGREEMENT, CITY shall make available to ALAMEDA CTC and/or CCTA all records relating to expenses incurred implementing the SELECTED ENHANCEMENTS.

1.8 To complete the SELECTED ENHANCEMENTS in a manner consistent with the IMPLEMENTATION PLAN.

**SECTION 2
ALAMEDA CTC AGREES:**

2.1 To review and comment on any draft or revision to CITY's IMPLEMENTATION PLAN within 30 days after receipt thereof. If ALAMEDA CTC concurs that the submitted IMPLEMENTATION PLAN is realistic and consistent with the list of ELIGIBLE ENHANCEMENTS, ALAMEDA CTC will notify CITY that the IMPLEMENTATION PLAN is approved.

2.2 To review invoices from CITY consistent with agreed upon work, confirm that work has been completed consistent with the invoice, and approve for payment thereof by CCTA if invoice is reasonable, and satisfactory progress is being made in implementing the SELECTED ENHANCEMENTS.

2.3 Upon receipt of each payment from CCTA based on an approved invoice, to pay the same amount to CITY.

2.4 To coordinate with the CITY and provide progress reports and the summary of expenditures to date to the CCTA.

**SECTION 3
IT IS MUTUALLY AGREED:**

3.1 Term: This AGREEMENT will remain in effect until discharged as provided in Section 3.2 below.

3.2 Discharge: This AGREEMENT shall be subject to discharge as follows:

(a) Either party may terminate this AGREEMENT at any time for cause pursuant to a power created by the AGREEMENT or by law, other than for breach, by giving written notice of termination to the other party which shall specify both the cause and the effective date of termination. Notice of termination under this provision shall be given at least ninety (90) days before the effective date of such termination.

(b) This AGREEMENT may be canceled by a party for breach of any obligation, covenant or condition hereof by the other party, upon notice to the breaching party. With respect to any breach which is reasonably capable of being cured, the breaching party shall have 30 days from the date of the notice to initiate steps to cure. If the breaching party diligently pursues cure, such party shall be allowed a reasonable time to cure, not to exceed sixty (60) days from the date of the initial notice, unless a further extension is granted by the non-breaching party. On cancellation, the non-breaching party retains the same rights as a party exercising its right to terminate under the provisions of Section 3.2(a), except that the canceling party also retains any remedy for breach of the whole contract or any unperformed balance.

(c) By mutual consent of both parties, this AGREEMENT may be terminated at any time.

(d) This AGREEMENT shall be automatically terminated upon the earlier of (i) CITY's completion of the SELECTED ENHANCEMENTS or (ii) CITY's receipt of all funds covered by this AGREEMENT. Notwithstanding the foregoing, should any claims arising out of the SELECTED ENHANCEMENTS be asserted against one of the parties, the parties agree to extend the termination date of this AGREEMENT until such time as the claims are settled or dismissed.

3.3 If there are any cost increases for the SELECTED ENHANCEMENTS above the estimated total cost therefor or shortfalls in the funding package for the SELECTED ENHANCEMENTS, the CITY and the ALAMEDA CTC shall consult with each other to determine a course of action. Such determination will be incorporated into this AGREEMENT by a written amendment.

3.4 Neither the CITY nor any officer or employee thereof shall be responsible for any injury, damage or liability occurring by reason of anything done or omitted to be done by ALAMEDA CTC under or in connection with any work, authority or jurisdiction delegated to ALAMEDA CTC under this AGREEMENT. It is understood and agreed that pursuant to Government Code 895.4, the ALAMEDA CTC shall fully defend, indemnify, and save harmless the CITY and all of its officers and employees from all claims, suits or actions of every name, kind and description brought on for or on account of injury (as defined in Government Code Section 810.8) occurring by reason of anything done or omitted to be done by ALAMEDA CTC under or in connection with any work, authority or jurisdiction delegated to the ALAMEDA CTC under this AGREEMENT.

3.5 Neither ALAMEDA CTC nor any officer or employee thereof, shall be responsible for any injury, damage or liability occurring by reason of anything done or omitted to be done by the CITY under or in connection with any work, authority or jurisdiction delegated to the CITY under this AGREEMENT. It is understood and agreed that pursuant to Government Code 895.4, the CITY shall fully defend, indemnify, and save harmless ALAMEDA CTC from all claims, suits or actions of every name, kind and description brought on for or on account of injury (as defined in Government Code Section 810.8) occurring by reason of anything done or omitted to be done by the CITY under or in connection with any work, authority or jurisdiction delegated to the CITY under this AGREEMENT.

3.6 The validity of this AGREEMENT and of any of its terms and provisions, as well as the rights and duties of the Parties hereunder, shall be governed by the laws of the State of California.

3.7 This AGREEMENT contains the entire understanding between the CITY and the ALAMEDA CTC, and no oral understanding or agreement not incorporated herein shall be binding on any of the Parties hereto. No alteration or variation of the terms of this AGREEMENT shall be valid unless made in writing and signed by both of the Parties hereto. This AGREEMENT shall be binding upon each Party, its legal representatives, and successors.

In witness whereof, the ALAMEDA CTC has by order caused this AGREEMENT to be subscribed by the binding authority of the ALAMEDA CTC and the CITY has by order caused this AGREEMENT to be subscribed by the binding authority of the CITY.

ALAMEDA COUNTY TRANSPORTATION
COMMISSION ("ALAMEDA CTC")

CITY OF BERKELEY ("CITY")

By: _____
Arthur L. Dao Date
Executive Director

By: _____
Dee Williams-Ridley, City Manager Date

Recommended:

By: _____
Deputy Direct of Programming Date
and Projects

Reviewed as to Budget/Financial Controls:

By: _____
Patricia Reavey Date
Director of Finance and Administration

Approved as to form and legality:

Approved as to Form:

Wendel, Rosen, Black & Dean LLP Date
ALAMEDA CTC Legal Counsel

Deputy City Attorney Date

COOPERATIVE AGREEMENT No. A11-0035-A1
 BETWEEN THE
 CITY OF BERKELEY
 AND THE
 ALAMEDA COUNTY TRANSPORTATION COMMISSION
EXHIBIT A
**CALDECOTT IMPROVEMENT PROJECT—CITY OF
 BERKELEY/CALIFORNIA DEPARTMENT OF TRANSPORTATION
 SETTLEMENT AGREEMENT**
Eligible Enhancement Projects

Project #	Project Name	Total
PRIORITY 1		
1	Claremont & Ashby Intersection Improvement Study (Phase 1)	\$10,000
2	Claremont & Ashby Intersection Improvements (Phase 2)	\$307,500
3	Upland Corner Radius	\$32,250
4	Uplands @ Tunnel (Phase 1) - Study HAWK signal	\$30,000
5	Uplands @ Tunnel (Phase 2) - Implementation	\$287,500
6	College @ Ashby intersection study (Phase 1) - Left turn NB College to WB Ashby; Ped scramble; Ped signal instruction signs	\$20,000
7	College @ Ashby (Phase 2)	\$138,000
8	Alameda Countywide Bicycle Plan, Project 22, AI: Domingo between Russell/Claremont and Tunnel	\$23,400
9	Alameda Countywide Bicycle Plan, Project 22, AJ: Tunnel between Claremont and Caldecott	\$42,200
10	Speed Limit Signs (replace 35 mph with 25 mph)	\$8,750
11	Hard wire Speed Feedback Signs	\$44,500
12	Sidewalk repair and possible widening on North Side of Tunnel Rd.	\$43,500
13	SR 24 Guide Signs (Berkeley next three exits)	\$16,500
14	Domingo @ Tunnel reduce corner radii for shorter ped crossing	\$72,500
15	Domingo @ Tunnel Pedestrian and turn restriction signs	\$8,750
16	Oakridge and Tunnel Rd. Safe egress (Phase 1)	\$30,000
17	Oakridge and Tunnel Rd. Safe egress (Phase 2)	\$287,500
18	Ashby Corridor: Video detection at MLK	\$28,750
19	Ashby @ Telegraph add left turn phasing	\$41,500
20	Ashby @ MLK add left turn phasing	\$11,500
21	9th Street Bicycle Boulevard Extension @ Ashby (Phase 1); Berkeley Bicycle Masterplan Project 53	\$70,000
22	9th Street Bicycle Boulevard Extension @ Ashby (Phase 2); Berkeley Bicycle Masterplan Project 53	\$287,500
23	Ashby @ Hillegass (Phase 1) - Study HAWK signal	\$30,000
24	Ashby @ Hillegass (Phase 2) - Implementation	\$287,500
25	Berkeley Pedestrian Masterplan: Project 26	\$16,500

PRIORITY 2		
26	Gateway Sign at NB Hwy 13 entrance to Berkeley	\$38,750
27	Ashby Corridor: Video detection at Shattuck	\$28,750
28	Ashby Corridor: Video detection at Adeline	\$28,750
29	Ashby Corridor: Controller interconnect	\$648,500
30	Ashby Corridor: Video detection at Domingo	\$23,000
31	Ashby Corridor: Video detection at Claremont	\$28,750
32	Ashby Corridor: Video detection at College	\$28,750
34	Battery backup for controllers	\$106,250

PRIORITY 3		
35	Berkeley Pedestrian Masterplan: Project 3	\$258,500
36	Sidewalk Gaps	\$21,150
37	Truncated Domes	\$70,500
38	Perpendicular Curb Ramps	\$112,900
39	Countdown Signal Heads	\$56,400
40	Audible Signals	\$21,150
41	High Visibility Crosswalks at Uncontrolled Crosswalk Locations	\$14,100
42	Advance Warning Signs for Standard Crosswalks	\$7,150
43	Painted Red Curb Installation	\$21,150

PRIORITY 4		
44	Ashby Corridor: Video detection at Sacramento	\$28,750
45	Ashby Corridor: Video detection at 7th	\$28,750
46	Alameda Countywide Bicycle Plan, Project 22, AF: 66th/Woolsey from Herzog to California/King	\$44,500
47	Alameda Countywide Bicycle Plan, Project 22, AG: California/King between Woolsey and Russell	\$317,500
48	Alameda Countywide Bicycle Plan, Project 22, AH: Russell between California and Claremont	\$250,000
49	Berkeley Pedestrian Masterplan: Project 8	\$543,000

COOPERATIVE AGREEMENT No. A11-0035-A1
 BETWEEN THE
 CITY OF BERKELEY
 AND THE
 ALAMEDA COUNTY TRANSPORTATION COMMISSION
EXHIBIT B

Proponents Name

INVOICE SUMMARY

Project: XXXX

Project Description

Period Covered (9/1/09 to 10/1/09)

Invoice Number: XXXX

Coop. Agreement: XYZ

Proponent Expenditures - Direct Expenses

Vendor	Description	Total
Quick Copy	Reproduction	78.65
The Blueprint Shop	Bluelines	251.64
Consultant YYY	Engineering Services	\$200,000
Total Direct Expenses		

Certification

We hereby certify that the funds requested by _____ are to reimburse for project costs already incurred and have not been included in a previous invoice request.



Memorandum

5.3

1111 Broadway, Suite 800, Oakland, CA 94607 • PH: (510) 208-7400 • www.AlamedaCTC.org

DATE: January 4, 2016

SUBJECT: Approval of Administrative Amendments to Various Project Agreements (A11-038, A09-006, A10-010, A13-0020)

RECOMMENDATION: Approve and authorize the Executive Director to execute administrative amendments to various project agreements in support of the Alameda CTC's Capital Projects and Program delivery commitments.

Summary

Alameda CTC enters into agreements/contracts with consultants and local, regional, state, and federal entities, as required, to provide the services, or to reimburse project expenditures incurred by project sponsors, necessary to meet the Capital Projects and Program delivery commitments. Agreements are entered into based upon estimated known project needs for scope, cost, and schedule.

The administrative amendment requests shown in Table A have been reviewed and it has been determined that the requests will not compromise the project deliverables.

Staff recommends the Commission approve and authorize the administrative amendment requests as listed in Table A attached.

Background

Amendments are considered "administrative" if they do not result in an increase to the existing allocation authority approved for use by a specific entity for a specific project. Examples of administrative amendments include time extensions and project task/phase budget realignments which do not require additional commitment beyond the total amount currently encumbered in the agreement, or beyond the cumulative total amount encumbered in multiple agreements (for cases involving multiple agreements for a given project or program).

Agreements are entered into based upon estimated known project needs for scope, cost, and schedule. Throughout the life of a project, situations may arise that warrant the need for a time extension or a realignment of project phase/task budgets.

The most common justifications for a time extension include (1) project delays and (2) extended project closeout activities.

The most common justifications for project task/phase budget realignments include 1) movement of funds to comply with timely use of funds provisions; 2) addition of newly obtained project funding; and 3) shifting unused phase balances to other phases for the same project.

Requests are evaluated to ensure that the associated project deliverable(s) are not compromised. The administrative amendment requests identified in Table A have been evaluated and are recommended for approval.

Levine Act Statement: No firms reported a conflict in accordance with the Levine Act.

Fiscal Impact: There is no significant fiscal impact to the Alameda CTC budget due to this item.

Attachments

- A. Table A: Administrative Amendment Summary

Staff Contact

[James O'Brien](#), Interim Deputy Director of Programming and Projects

[Richard Carney](#), Project Controls Team

[Trinity Nguyen](#), Sr. Transportation Engineer

Table A: Administrative Amendment Summary

Index No.	Firm/Agency	Project/Services	Agreement No.	Request	Reason Code	Fiscal Impact
1	Delcan Corporation	I-80 Integrated Corridor Mobility Project System Integration (PN1387.001)	A11-038	24 month time extension	1	None
2	TJKM	Webster Street Smart Corridor Project (PN 1378.000)	A09-006	12 month time extension	1 & 2	None
3	Harris & Associates	Webster Street Smart Corridor Construction Management Services (PN 1378.000)	A10-010	6 month time extension	1	None
4	Ghirardelli Associates	East Bay Greenway – Segment 7A Construction Management Services (PN 1379.001)	A13-0020	6 month time extension	1 & 2	None

- (1) Project delays.
- (2) Extended project closeout activities.
- (3) Movement of funds to comply with timely use of funds provisions.
- (4) Addition of newly obtained project funding.
- (5) Unused phase balances to other project phase(s).

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